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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SECRET

COUNTRY Czechoslovakia

REPORT

SUBJECT Road and Map Data

DATE DISTR. 26 December 1956

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25X1

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INFO.PLACE &
DATE ACQ.

REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

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ARMY review completed.

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STATE	#	ARMY	#	NAVY	X	AIR	#	FBI		AEC					
(Note: Washington distribution indicated by "X"; Field distribution by "#".)															

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MISCELLANEOUS CZECHOSLOVAK MILITARY AND ROAD DATA

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a. Road from OSTRAVA to HRABUVKA¹.

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[redacted] streetcar from OSTRAVA to HRABUVKA (N49-47, E18-16) (IQ-9595). The streetcar ran on the single track streetcar line (#7) along the east side of this road and terminated at HRABOVA (N49-47, E18-17) (CA 0417). The road was cobblestone and [redacted] it was approximately seven meters wide. Two large trucks traveling in opposite directions could pass without difficulty.

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b. Road from HRABUVKA to HRABOVA

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[redacted] The road was of asphalt construction and was approximately seven meters in width.

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c. Road from HRABOVA Swinging South-East

This road was also approximately seven meters in width and had been reconstructed at an unknown time after WW II. This road had an asphalt surface, with the exception of portions of cobblestone surface in the town of HRABOVA.

d. Road Leading Directly South from HRABOVA

the surface was of asphalt and the road was approximately seven meters wide. unidentified workmen were working on the road and that it was closed to southbound traffic. Northbound trucks and buses were using the road, however. Had this road not been closed, would have traveled over it to TRENCIN.

e. Road in Southwest Direction from HRABOVA

it was slightly more than 5½ m wide. It had an asphalt surface.

5. Question 1. e: The route to Hranice from Ostrava via Bilovec (BA 0516) is two lanes (over 5 m.) wide

Answer:

the road between HRANTICE and OSTRAVA was "good".

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<u>Scale</u>	<u>Date of Compilation</u>	<u>Compiled By</u>	<u>Published By</u>	<u>Remarks</u>
1/200,000	Prior to WW II (Dates unk)	Military Cartographic Institute	Military Cartographic Institute	[redacted] these maps [redacted] were collected from users and classified Secret. Prior to 1949 they were not classi- fied.
1/75,000	Prior to WW II (Dates unk)	Military Cartographic Institute	Military Cartographic Institute	Same as above
1/200,000	1951-1953	Military Cartographic Institute	"Nase Vojsko" in PRAGUE	[redacted] They were used primarily by the Air Force. The manual TOPO- I-10, which was a translation from the Soviet, stated that this series in- cluded the Soviet- satellite block nations and was based on the Pulkov Meridian.
1/50,000	1953	Military Cartographic Institute	"Nase Vojsko" in PRAGUE	These maps were used primarily by the Czechoslovak ground forces. [redacted]
1/50,000	Post-WW II (Date unk)	Military Cartographic Institute	"Nase Vojsko" in PRAGUE	[redacted] they were similar to the 1/50,000 maps above except that they were of imaginary terrain (sic).
1/500,000	1946-1947	Military Cartographic Institute	"Nase Vojsko" in PRAGUE	[redacted] they were based on the Pulkov Meridian.

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<u>Scale</u>	<u>Date of Compilation</u>	<u>Compiled By:</u>	<u>Published By</u>	<u>Remarks</u>
1/2,500 (approx)	Prior to WW II	Unk	Unk	These large-scale maps, called the "Katastralni Plan", covered the entire country.

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Comment: UTM grid coordinates for the cities of HRABUVKA, HRABOVA,
BILOVEC, BRANTICE and OPAVA were obtained from the
"Gazetteer of Western Czechoslovakia" dated July 1954.

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ROADS IN CZECHOSLOVAKIA

1.

Confirmation of the following details on the road from Hor. Plana (UMT Grid Coordinate 2902) to Volary (UMT 1818): road is reportedly single lane (less than 5 m. but over 1.5 m. wide) with loose surface.

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the road from HORNI PLANA (VQ-2802)(N48-46, E14-02) to VOLARY (VQ-1918)(N48-58, E13-33) was single lane and approximately three meters wide; it had 50 cm wide dirt shoulders and adequate draining ditches on both sides. It was asphalt-surfaced from VOLARY to ZELNAVA (VQ-2407)(N48-49, E13-58) in the spring of 1955 by the Prachatice Okres (district). The road from HORNI PLANA to ZELNAVA was loose-surfaced and unimproved. The shoulders on this road were approximately one-half meter wide, and the drainage ditches about one meter wide and 30 cm deep.

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2.

Information is needed on reported new railroad construction currently in progress south of Hor. Plana. The old railroad alignment as shown on AMS M671 series map sheet V-8 and W-8 is south of the Tepla River. The new alignment is believed to cross the river near Hor. Plana and follow the river on the north bank, but south of the Hor. Plana-Cerna Hurka (UMT3299) road, as far as Cerna Hurka where it turns north. Desired is information confirming this new alignment, gauge, number of tracks and status of work.

The new railroad construction (see Annex A) started at CERNA HURKA (coordinates unavailable) and stayed north of the Vltava River until it crossed it and ended at the ZELNAVA Railroad Station, where a bridge would be built for the crossing. There was also another bridge which had already been built near CERNA HURKA, where the new railroad was to cross the Reith Stream. This bridge was made of reinforced concrete and was approximately 20 m long and five meters wide. The construction on this new single-track line was started in 1953 and the placing of the rails and ties, except for the ZELNAVA bridge, had already been completed for the total length from CERNA HURKA to the ZELNAVA railroad station.

construction on this new railroad line was making slow progress because of lack of organization and the poor quality of the help. A great number of the workers were gypsies and ex-convicts. The railroad was scheduled for completion in 1957

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The reason for this new stretch of railroad was that a new hydro-electric dam was being built at LIPNO (N48-38, E14-14); when it would be completed, the resulting rise in the water level of the Vltava River would cover the old railroad line. All the trees alongside the Vltava River had been cut down so as to accommodate the rising water. The last time [redacted] saw the construction on this new dam was in 1954. The regular bed of the Vltava River had been re-routed and the foundations of the dam had been laid. [redacted]

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3.

[redacted] the road between CESKY KRUMLOV (VQ-4906) (N48-49, E14-19) and CERNA was about five meters wide throughout most of its length. The only exception was the stretch between letters Y and Z indicated on Annex B, where it was about 5.50 m wide because it passed there through a mountainous slope area and had draining ditch only on one (outside) edge. The surface finish of the entire road, by sections, is indicated on Annex B.

4.

In the fall of 1955 [redacted] the entire length of the road from CESKY KRUMLOV via ROZMBERK and VISSI BROD to VITON. [redacted] was about three meters wide, was mostly of rolled gravel (see Annex C) and had adequate draining ditches on both sides. The entire length of this road [redacted] was in bad condition, having many holes. It was in a lumbering district and mostly traveled over by heavy trucks transporting logs.

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5.

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a. Authority and Publisher

[redacted] were published by the Military Geographical Institute (Vojensky zemepisny ustav) in PRAGUE. This was indicated in the upper right-hand corner of individual map sheets. [redacted] the author of all military maps was this same institute.

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b. Compilation and Publishing

[redacted] issued a 1:25,000 map of the CESKY KRUMLOV area. That map, [redacted] indicated the date of publishing as 1954.

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c. Map Scales

[redacted] maps of following scales: 1:1,000,000, 1:50,000 and 1:25,000. These maps did not have any specific nomenclature but were referred to only according to their scale.

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d. Grid and Projection Used

[redacted] the Soviet system of grid coordinates was used, with Czechoslovakia being included in an area of 6° latitude and 4° longitude on a 1:1,000,000 scale map. This area was further subdivided into maps with 1:100,000, 1:50,000 and 1:25,000 scales.

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e. Accuracy of the Maps

[redacted] the CESKY KRUMLOV map [redacted] was correct in every respect except for markings of the wooded areas.

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6.

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In the spring of 1954, one army lieutenant, one senior lieutenant and one EM (rank unknown) were circulating in the 3d Border Guard Bn area of responsibility.

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All of these personnel wore on their shoulderboards the topographic metal insignia, as illustrated in figure 67 (DA Pamphlet 30-50-2, Part II).

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7. Roads Under Repair in the Vicinity of the Czechoslovak-West German Border Area

In the spring of 1954,

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the roads in the area were scheduled for a major repair by the Posista (full title in Czech unknown), a national enterprise for construction and repair of roads and highways.

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The roads in this area (see Annex D) were all in very poor shape, having deep ruts and holes. They were used mostly by the Military Forests Management workers hauling logs to the large sawmill in ZELNAVA (VQ-2102)(W-219, E13-58).

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some of the logs were shipped by water from ZELNAVA to the nearby VETRNI (VQ-4803)(N49-46, E14-17) papermill where the newsprint for the newspaper Rude Pravo was made.)

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8. Description of Highways connecting VOLARY with VIMPERK, HORNÍ SILNICE and PRACHATICE

The highways indicated on Annex E were about four meters wide, asphalt surfaced and in good condition. They were provided with about 50 cm-wide dirt shoulders and adequate draining ditches.

The highways indicated on Annex F, answering the same description as those indicated on Annex E, were for the most part in great need of repair, particularly the stretch between VOLARY and FEFRY.

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Annex A

Location of New Railroad Line from CERNA HURKA to ZELNAVA

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Map Ref:

VODNANY, Czechoslovakia

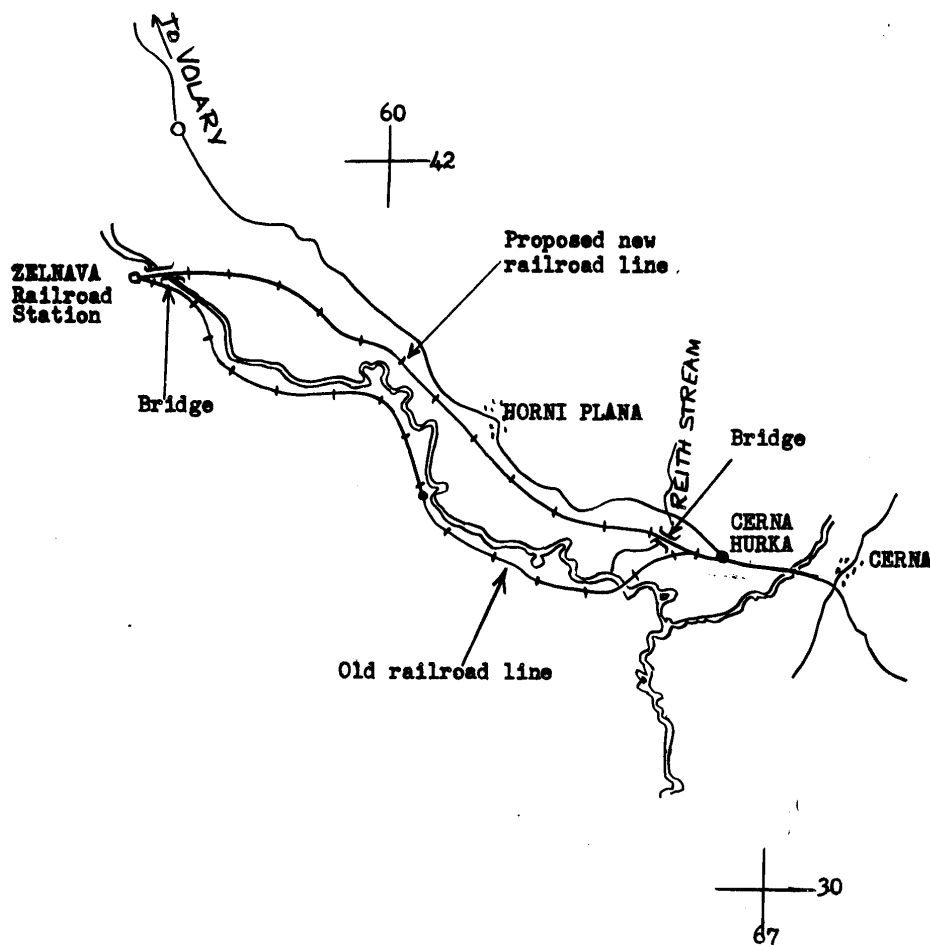
Sheet V-8

1:100,000

LINZ, Austria

Sheet W-8

1:100,000



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Type of Road Between CESHY KRUMLOV, CERNIA and the Austrian Border

Map Ref: VODNANY, Czechoslovakia
LINZ, Austria
Sheets: V-8 and W-8
Scale: 1:100,000

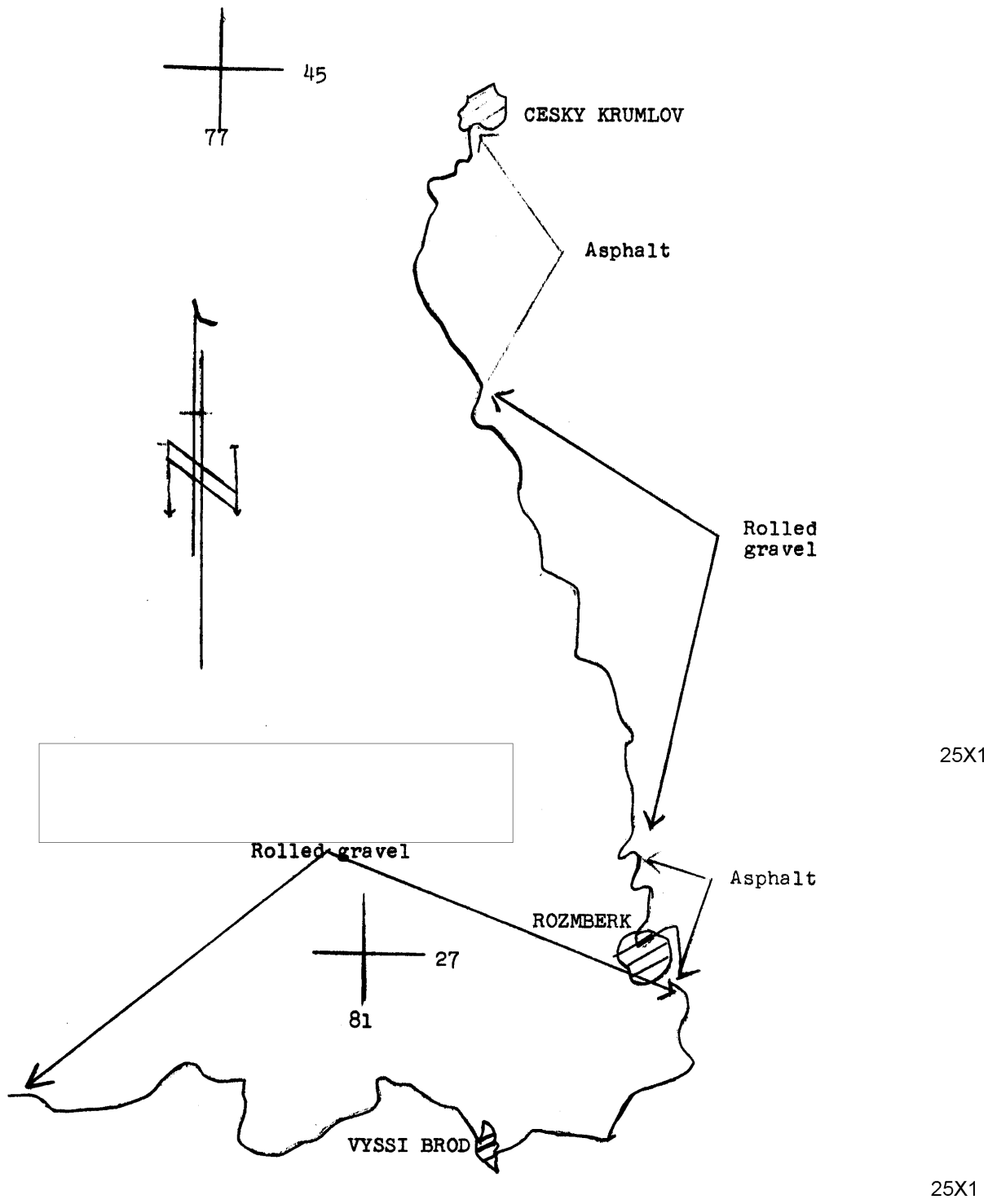


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C-O-N-F-I-D-E-N-T-I-A-L
- 8 -

Annex C

Roads Between CESKY KRUMLOV, ROZMBERK and VYSSI BROD 25X1



C-O-N-F-I-D-E-N-T-I-A-L

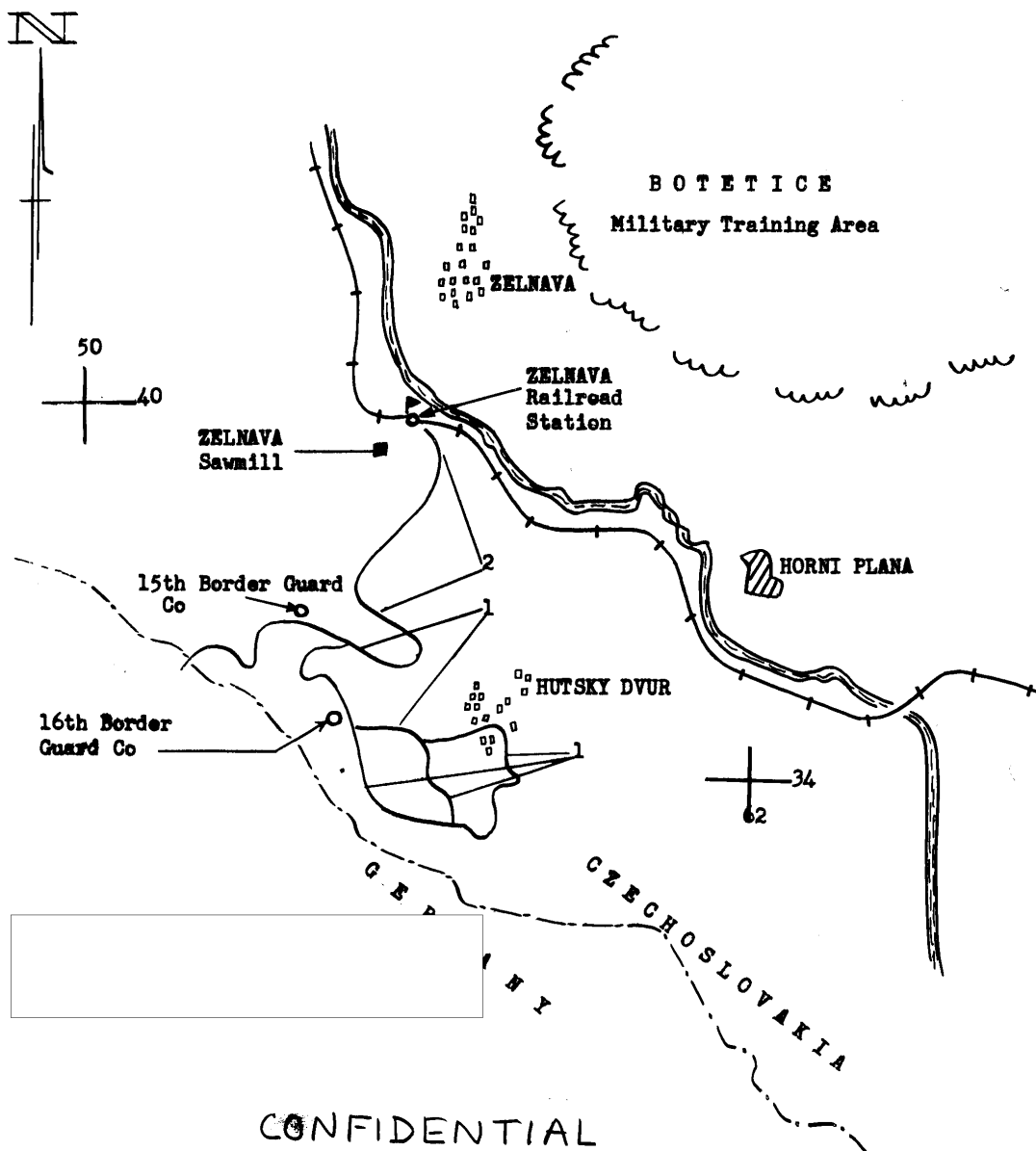
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Annex D

Roads under Repair in the Vicinity of the
Czechoslovak-West German Border Area

Map Ref: VODNANY, Czechoslovakia
LINE, Austria
Sheets: V-8 and W-8
Scale: 1:100,000



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Annex D

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LEGEND:

1. A road about 2½ m wide running through a wooded area and having a scraped dirt surface. [REDACTED]

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[REDACTED] these roads were to be gravel-surfaced (rolled gravel).

[REDACTED] gravel had been
hailed by trucks within this area from the spring of 1955 [REDACTED]

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2. A road about three meters wide and with a rolled gravel surface. Drainage ditches were located on both sides of the road. It was in fairly good condition and was mostly utilized by the trucks of the Military Forests Management of HORNI PLANA for the hauling of logs to the ZELNAVA sawmill.

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Annex E

Condition and Description of Unidentified Highways in the VOLARY-
VIMPERK and VOLARY-HORNI SILNICE Areas

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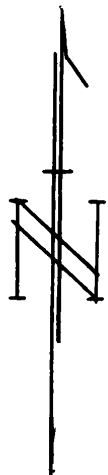
Map Ref: VODNANY, Czechoslovakia

Sheet No: V-8

Scale: 1:100,000

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VOLARY

KUMZVART

HORNI
SILNICE

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GERMANY

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Annex F

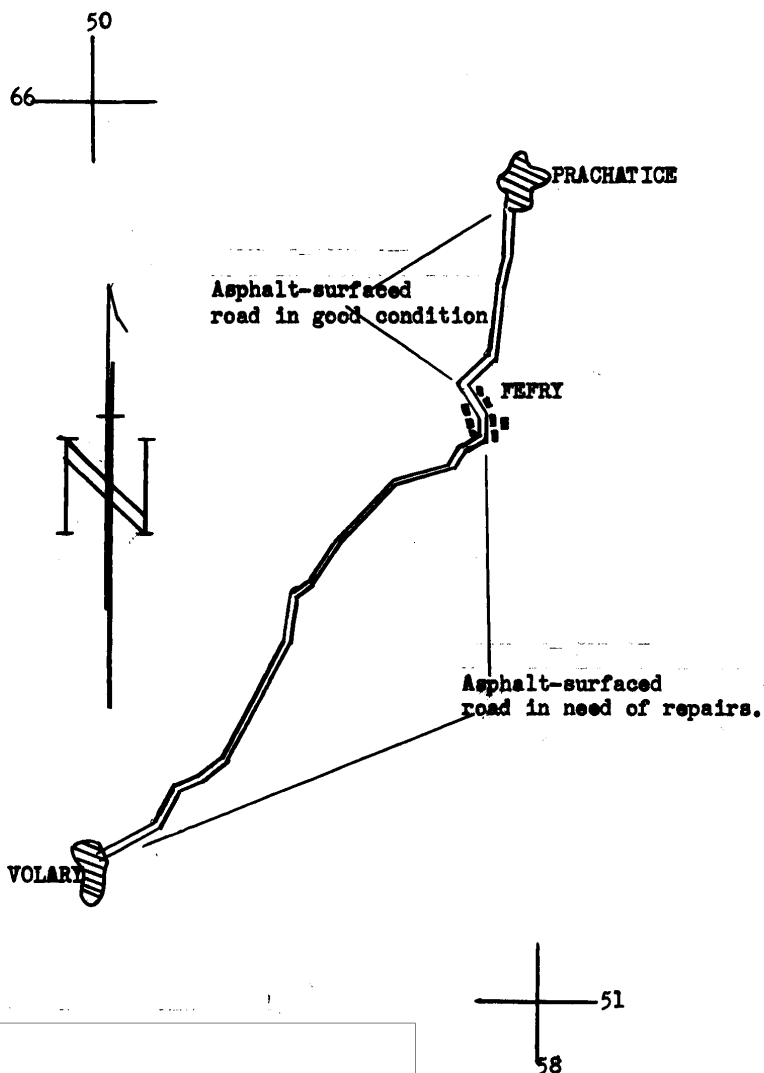
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Description of the Unidentified Highway
Connecting VOLARY with PRACHATICE

Map Ref: VODNANY, Czechoslovakia

Sheet No: V-8

Scale: 1:100,000



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